

NEW YORK HERALD.

JAMES GORDON BERNETT,
PROPRIETOR AND EDITOR.

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THIS WEEKLY HERALD, every Saturday, at 5¢ extra
per copy, or \$4 per annum; the *Illustrated Edition*, 10¢
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the Continent, both to include postage.

JOHN P. BURNETT, associated with nearest, changes, and
advertisements removed every day.

VOLUME XXVIII.....NO. 38.

AMUSEMENTS THIS EVENING.

BOHEMIA THEATRE, Bowery—PETERBO—THE MECHANIC
AND THE QUEEN.

BROADWAY THEATRE, Broadway—LOVE, LAW AND
PETERBO—THE MECHANIC AND THE QUEEN.

MILTON'S—LA SINFONIA.

MILTON'S THEATRE, Chambers street—THE GREAT
FAMILY—LADY OF LYONS.

NATIONAL THEATRE, Chatham street—THE GREAT
FAMILY—LADY OF LYONS.

WALLACE'S THEATRE, Broadway—LADY OF LYONS—
THE MECHANIC.

WINTER THEATRE OF VARIETIES, 17 and 19 Bowery—
THE GREAT FAMILIES—THE MECHANIC.

AMERICAN MUSICAL THEATRE, LEXINGTON BOY—ONE
THOUSAND MILLIONS WANTED, Evening—OLD FOLKS AT
HOME.

CHRISTY'S OPERA HOUSE, 472 Broadway—SYMPHONIC
MUSICALS BY CHRISTY'S OPERA TRUPE.

WOOD'S MINSTRELS, Wood's Musical Hall, 444 Broad-
way—MINSTREL MUSICALS.

THEATRE OF VARIETIES, Bowery—THE MECHANIC
AND THE QUEEN.

CHAMBERS, 186 Broadway—HAYWARD'S PANORAMA OF THE
SOUTH LARK.

New York, Friday, February 4, 1853.

Mails for Europe.

THE NEW YORK WEEKLY HERALD.

The Collins steamship Baltic, Captain Comstock, will
leave this port at noon to-morrow, for Liverpool.

Subscriptions and advertisements, for any edition of the
New York Herald, will be received at the following
places in Europe—

LIVERPOOL—John Hunter, No. 2 Paradise street.

LONDON—Edward Sandford & Co., Cornhill.

PARIS—Wm. Thomas & Co., No. 19 Catherine street.

FAIRBANKS—Livingston, Wells & Co., Rue de la Bourne.

B. H. Reel, No. 17 Rue de la Banque.

The European mails will close in this city at a quarter
before eleven o'clock to-morrow morning. The Weekly
Herald will be published at half-past nine o'clock.

Single copies, in wrappers, sixpence.

Mails for California.

THE NEW YORK WEEKLY HERALD.

The mail steamship Georgia, Captain Porter, will leave
this port at two o'clock to-morrow afternoon, for Aspin-

wall.

The mails for California and other parts of the Pacific
will close at one o'clock.

The New York Weekly Herald, with the latest intelli-
gence from all parts of the world, will be published at ten
o'clock in the morning.

Single copies sixpence. Agents will please send in their
orders as early as possible.

The News.

The proceedings in Congress yesterday, though in
some respects quite interesting, are not of sufficient
importance to require special comment. The Senate
have disposed of some minor matters, debated the
Warehouse bill until the expiration of the morning
hour, after which the bill for the reorganization of the
navy was taken up. Commodore Speckton submitted
a batch of no less than sixty-six amendments
thereto, which were all agreed to, and the bill was
ordered to be engrossed. The discussion on the Pacific
railroad project argues that the measure, as it now
stands, can never succeed. The strongest ad-
vocates for the road are beginning to look upon this
particular bill as an attempt to get up a monster cor-
poration, that would eventually be able to control the
acts of the legislative and executive branches of the
government.

Another lengthy discussion came off in the House
of Representatives relative to the coinage question.
There seems to be a great diversity of opinion re-
specting the propriety of this measure. Scarcely any
three members think alike so far as regards its various
features, and the probability now is that it will hard-
ly be carried in its present shape. The bill for the
admission of railroad iron free of duty was finally
killed, by a vote of 56 to 82, to the great gratification
of the Pennsylvania and New Jersey members. The
amendment to the Army Appropriation bill, for the
substitution of civil for military superintendents in the
national armories, was further debated in com-
mittee of the whole, but no conclusion was arrived at
prior to adjournment.

Our special Washington correspondent, among
other items of interest, states that there is some pro-
spect that the Senate will postpone the further discus-
sion of the Central American and tripartite treaty
until after the 4th of March, in order that the
views of the new administration may be ascertained
with regard to our foreign relations. This move-
ment would also give ex-Secretary Clayton an oppor-
tunity of defending the charges against him con-
cerning the codicil which was tacked to his treaty
with Sir Henry Bulwer, subsequent to its ratification
by the Senate. It is supposed that General Pierce
will follow the democratic system of Jefferson, and
deliver his inaugural address in person. The French
spoliation bill is in a bad way in the House. It is
pretty generally looked upon by its friends as having
been shelved for the season.

Some of our State Senators appear to have been
thrown into great perturbation yesterday morning,
with regard to the Broadway Railroad affair. Mr.
Beckman wished the investigating committee to in-
quire into official corruption of every description,
in this city. Not only are all connected with
railroads to be brought up to the mark, but those
interested in ferries, docks, piers, filthiness,
etc., are to be overhauled, and if anything
of a suspicious character is discovered they will
be promptly rebuked by the indignant gentlemen at
Albany, who have taken the morals of this city into
their special custody. No wonder that our pious
Senators have been thrown into a perfect state of
anxiety and consternation in consequence of the
numerous floating rumors of fraud, bribery, corrup-
tion, sedition, and almost everything else, including
spiritual knockings at Tammany Hall and elsewhere,
which have conspired to undermine this great city.

It is exceedingly fortunate for the moral position of
this community that its legislators have at last
opened their eyes to these overwhelming abuses, al-
though some of them appear to have known nothing
thereof about election times. The city is safe.

The Senate of Massachusetts yesterday elected
Secretary Everett to succeed Hon. John Davis in the
United States Senate, after the 4th of March. An
unsuccessful vote was again cast for a United
States Senator, in place of Hon. J. W. Bradbury,
by the Maine Legislature. The political variance be-
tween the Senate and House renders it somewhat
doubtful whether they will be able to effect a choice
during the present session. The Louisiana Legisla-
ture, by a majority of two-thirds, have refused to go
into an election for a United States Senator in place
of Mr. Benjamin.

Wm. L. Salmon, charged with having been con-
cerned in the rescue of Jerry, was yesterday acquit-
ted by the jury. The indictment against Ira H. Cobb,
for participating in the same affair, is now under in-
vestigation.

Our columns this morning contain accounts of
various shocking occurrences in this and other
places. Two men were burned to death by the fire
in Nassau street early yesterday morning, and one
had his leg broken by jumping from an upper story

window. An engineer and fireman were killed on
the Harlem Railroad, near Croton Falls, last Wed-
nesday evening. The tender to the locomotive
was precipitated over an embankment, some
forty or fifty feet, into the river, and the
passenger cars were much damaged, but for-
tunately their occupants escaped unhurt. On the
same evening the Troy and Boston freight train,
when near Schaghticoke, ran over a sleigh contain-
ing a Mr. Stover and his wife. The former was
killed, and the latter badly injured. A horrible
affair took place in Washington on Wednesday night.
Mr. E. H. Fuller, formerly of the City Hotel, having
ported Mr. J. W. Schaumburg as anything else than a
gentleman, was shot by the latter, and is not ex-
pected to survive. Full accounts of the above, together
with many other casualties, will be found in our
columns elsewhere.

Advice from Havana to the 31st ult., inform us
that the health of that place had greatly improved,
and the smallpox had entirely disappeared. The
United States steamer Fulton left for Key West on
the above date, for the purpose of taking over Hon.
W. R. King. A fire at Cardenas, on the 29th ult.,
destroyed property to the value of over half a million
of dollars.

A proposition is pending in the Maryland Legisla-
ture for the incorporation of a company with a capi-
tal of two millions of dollars, to construct a ship canal
between Delaware and Chesapeake bays.

Upwards of four millions of dollars have been ap-
propriated by the Virginia Legislature, for railroad
purposes.

The annexed is a brief summary of the contents of
our inside pages:—Speech of John Van Buren on be-
half of the plaintiffs on the motion for an attachment
against the Aldermen for contempt in the Broadway
Railroad case; The Aspect of South American and
Mexican Affairs, embracing a Letter from Mr.
Squier, and numerous interesting extracts from the
principal journals in those regions; Theatrical No-
tices; Financial and Commercial Reports; Advertise-
ments, etc.

General Pierce's Cabinet.

It is very generally supposed that General
Pierce's cabinet is yet to be appointed—that the
declination of the State Department by Mr.
Senator Hunter, and the startling symptoms of
insurrection excited at Washington and Albany
at the announcement that General Dix was to be
the New York nomination, had so far broken up
the whole programme that it would demand an
entire reorganization *de novo*, from the Premier
to the Attorney General. And it has been sup-
posed, and is still the prevailing idea, that so
disastrous was the explosion of the original
machinery, that General Pierce would require
all the intervening time to the 4th of March to
recover from the shock. The delusive idea
prevails, perhaps, this very morning, that in the
re-organization of his ministry, the Presi-
dent elect feels the imperative necessity, in con-
sulting his own safety, of casting about him
with extreme caution and deliberation, and of
holding every man under the reservation of a
possible substitute, until he shall have satisfied
the wire-workers at Washington of the expedi-
ency or practicability of every appointment.

Now, we should not be in the least degree
surprised if these lugubrious views of the posi-
tion of the President elect, on the cabinet ques-
tion, were absolutely and entirely erroneous.
Strange as it may appear, and presumptuous as
the Washington cabinet-makers may regard it,
it is not improbable that Gen. Pierce has been
industriously employed, on his own account,
and upon his own deliberate judgment, in the
selection of his cabinet advisers, just as if the re-
cent disturbances growing out of the declination
of Mr. Hunter, and the conspiracy against Mr.
Dix, and the counter-conspiracy against Mr. Dick-
inson, were trifles unworthy a moment's serious
embarrassment. In a word, and to terminate
the suspense of the anxious expectants of the
spoils, as far as our present opinions may be
concerned, we should not be taken by surprise
if it were authoritatively announced from Con-
cord, to-day, that Gen. Pierce has determined
upon his cabinet—every man of them; and that
he is resolved, if any one of them is to be sup-
planted, it shall be by a vote of the Senate of the
United States.

It is by no means to be inferred that because
nothing has been divulged concerning the new
cabinet, nothing has been done. It may appear, in
the sequel, that there is nothing further to be done
in this important work; and that the mining and
contaminating and wire-working of the various
cliques and factions of the turbulent and hungry
democracy, are all a waste of ammunition. At
all events, before another mission is under-
taken to Concord, from Albany, or elsewhere,
for or against any particular individual, it
would be well to ascertain first, whether the
books are still open or resolutely closed. We
will hazard the conjecture, though it may be
wide of the mark, that it is highly probable
Gen. Pierce may have definitely resolved upon
his cabinet. We do not assume to speak either
as an oracle or as an organ; but we shrewdly
suspect that the busy intriguers at Washington
are all floundering about and perplexing them-
selves, and worrying each other, in the dark.

We admonish all concerned, in this view of
the subject, and especially the "old fogies,"
whoever they may be, to keep as quiet as pos-
sible, and remain perfectly cool. The time is
rapidly approaching when all the doubts, all the
misgivings, and all the existing mysteries
connected with the new cabinet, will be made
as clear as the light of day. Even if the all-
important secret is not divulged till the even-
ing of the third of March or the morning of the
fourth, we shall not have long to wait. For
our part, looking to the integrity of the Union
as the only sure and steadfast platform of
General Pierce, and to the cabinet as a unit
upon the Union question, and regarding these
things as of the first and last importance, we
shall not be much alarmed even if officially in-
formed to-day, or to-morrow, or next week, that
the new cabinet is appointed, and has been for
some eight or ten days past.

Gen. Pierce has shown himself, thus far, to be
a man of prudence and discretion; his past his-
tory is that of a man of broad national, patri-
otic principles, comprehending the full intent of
the concessions to the South, and the obliga-
tions assumed by the North, in the compromises
of the constitution, and the great healing ad-
justment of 1850. Upon such antecedents we
are not disposed to entertain any extraordinary
anxiety or impatience to know what the new
cabinet is, of what materials it is composed,
nor who are the fortunate or unfortunate aspi-
rants whose claims, superior or inferior, have
thus been crowned with success. We are in no
particular hurry on the subject, not being iden-
tified with the interests of any clique, or the
cabinet of any clique whatsoever. Whatever
the official revelation of the new ministry may
develop, we have but to stand upon the plat-
form of the Union and the compromises of the
constitution.

We pause for further information. But let the
"old fogies," in the meantime, North and South,
prepare for the worst. They will be sure of
no disappointment, whatever may come to pass.

Railroads versus Omnibuses.—The Meeting at
the Exchange.

The folly and absurdity of citizens of New
York invoking State interference in our
municipal institutions were fully illustrated at
the meeting held on Tuesday, at the Mer-
chants' Exchange. In the anxiety of a few
gentlemen to get rid of the Broadway rail-
road, they struck a blow at all city railroads,
by placing them in the hands of the Legisla-
ture, and this effect was not perceived by the
Solons of Wall street till their attention was called
to it by the common sense of a plain mechanic,
upon which they immediately repudiated the
idea; yet they confirmed the principle—such
self-contradictions do men make when heated
by the blind zeal of passion or interest. As Mr.
Roberts justly remarked, if it were put to the
vote to-morrow, it would be found that three-
fourths of the citizens would be opposed to any
interference with the railroads of the Sixth and
Eighth avenues. The whole meeting assented
with loud applause to this statement; yet the
bill, as it has passed the Senate, does inter-
fere with these railroads. The Sixth Avenue
Railroad Company, for example, have cut
through the block from West Broadway to
Barclay street, at their own expense; and they
propose to extend the line to the Battery—the
very thing that is wanted to make the accom-
modation complete to the public, and to relieve
Broadway of the pressure of the omnibuses be-
low the Park, being that portion of the street
where the chief difficulty exists, and for which
nothing has been yet done by any of the rail-
roads. The Eighth Avenue Company also in-
tend to continue their line to the South Ferry.
This necessary extension, though entirely at the
expense of the companies, cannot, according to
the bill, be accomplished without the special
permission of the Legislature.

Though opposed to a railroad in Broadway,
we have been always in favor of railroads run-
ning parallel with it, knowing that they would
relieve it of much of its travel, without de-
stroying so noble and fashionable a thorough-
fare. The proposed continuation, therefore, of
the Sixth Avenue railroad, together with the
Eighth Avenue road and the Ninth Avenue
road, if it be granted, would take all the passen-
gers residing on the west side of the city; while
those living on the eastern side could be all
taken by the proposed Second and Third Avenue
railroads, and thus there would be no necessity
whatever for disfiguring Broadway by the laying
of rails. This great thoroughfare ought to be
left as a promenade for our citizens and for
strangers who come to visit our city—for
public processions on gala days—for the con-
venience of ladies shopping, and for private
vehicles which sufficiently crowd it, without
either omnibuses or railroad; and the parallel
streets ought to be assigned exclusively for
public conveyances. The result would be that
the whole public would be better accommodated,
while property would not be depreciated in
Broadway as it undoubtedly would be by a rail-
road, and on the other hand in the parallel thor-
oughfares, the property would be improved,
and its value enhanced. We go for putting the
omnibuses out of Broadway as well as keeping out
the railroad. Such has been the monopoly
of the omnibus lines and the fortunes their prop-
rietors have made, that they have sold them for
seventy or eighty thousand dollars, and we know
an instance of one man, who, by the mere fact
of getting the license without investing a dollar,
sold the right for thirty-five thousand dollars.

Like the Sixth and Eighth Avenue lines,
which run side by side through West Broad-
way, it is proposed that the Second and Third
Avenue roads run together from the Battery
through Pearl street, widened one hundred
feet, and to continue through Chatham square
and the Bowery to Grand street, where the
Second is to diverge through that street, east-
ward, and on to the Second Avenue; the Third
Avenue is to continue up the Bowery and Third
Avenue to Harlem.

The omnibus proprietors are willing to
abandon their now antiquated stages for
shares in these roads, as, for example, Kipp
& Brown, in the case of the proposed Ninth
Avenue railroad. But if they were not willing,
the great consideration after all is the public com-
fort and accommodation. The omnibuses have
become so serious a nuisance by their noise, by
their delay, and their completely blocking up
our highways, that it has become a question
whether the evil does not outweigh the benefit,
even if there was no other mode of conveyance.
But when, in addition to this, their expense to
the city is taken into account, and the superi-
ority of well managed railroads, there can be no
hesitation between the two modes of travel.
We well recollect that two years ago, Alderman
Dodge, who is the father of city railroads, stated
in his place in the Board of Aldermen, that
during the investigation of a committee, of which
he was one, into the monopoly of the omnibus
proprietors, they admitted that each omnibus
cost the city, for repairs to the streets, \$100
per annum, though they only paid \$20
license. According to this admission, the omni-
buses, which number 628, are a loss to the city
of about \$50,000 per year; but \$100,000 would
be much nearer the mark; for in compliance
with a resolution of the Common Council, Mr.
Adams, the commissioner of repairs and sup-
plies, reported that at that time they cost the
city at least \$42,000, and they have since in-
creased by two hundred vehicles. The result
was the passage of the Sixth and Eighth
Avenue Railroads. The railroad proprietors
are bound to repair the streets at their own
expense. Here, then, is a vast saving, be-
sides the difference in convenience and speed,
to the public. In the beautiful cars of the
Sixth Avenue Railroad, you feel as comfort-
able as if you were sitting in an arm chair in
a drawing-room. This and the Eighth Avenue line
convey 20,000 passengers per day, though they
have running less than forty cars between
them—a greater number than could be conveyed
by two hundred omnibuses. It was the want of
such communication keeping pace with the
growth of the city, that has made the furies on
either side such a source of profit during the
last few years.

The effect of these railroads is to increase
up-town property fifty per cent. Even when
they were first started, the corporation property
commanded an advance of twenty-five per cent.
They will also be the means of giving cheap
houses on the island to many who, from ex-
cessive rents and want of room, are now compelled
to reside in Brooklyn, Williamsburg, Jersey City,
and Hoboken, though they do business in
New York. They will, therefore, keep our
population at home, and contribute to the
development and expansion of the city. And
this is the very reason why Mr. Vander-
bilt, the Senator from King's county, and
others, have given city railroads so much op-
position in the Senate. They are jealous of our
prosperity, and they want to divert it into
other channels. But our destiny is onward,
and cannot be retarded by such machinations. The
omnibuses, like stage coaches on turnpike roads,
have had their day. The railroad has already
superceded them in part, and the day is not
distant when these clumsy, noisy vehicles will
be altogether a thing of the past, and be only
found in some museum, as a relic of antiquity.

The first omnibus ever run in this city was
by Niblo, the proprietor of the theatre, who
found it necessary to import the springs from
England. This was in 1820, when the site of
his Bank Coffee House was "out of town." Now
it is in the heart of the city. What pro-
gress has since been made in springs, and omni-
buses, and railroads, and buildings, and popu-
lation, and everything else! Never was there
so fast a people in the world.

THE POLYGYMY OF THE MORMONS.—MORE RE-
VELATIONS.—We published recently, for the in-
formation of the incredulous, an official con-
fession on Mormon polygamy, from Orson Pratt,
a high priest of the Mormons, and commissioned
by the Prophet, Brigham Young, as the mis-
sionary apostle of the Latter Day Saints, for the
conversion of the heathen, at the city of Wash-
ington. From the *Seer*, a periodical pub-
lished by Elder Pratt, in the said city, we
have some additional light thrown on the same
subject. He says, that "Brigham Young, just
now, is the only man on earth who holds the
keys to minister the ceremony of marriage for
time and for all eternity." He then proceeds
to state, that notwithstanding a man's wife
may be hostile to the introduction of another
into the family, she must show good reasons
for it to the Prophet, or her complaints will not
pass muster. Of the various wives and children
which may constitute a Mormon family, Elder
Pratt says:—

There is no particular rule as regards the residence
of the different branches of a family. It is very fre-
quently the case that they all reside in the same
dwelling, and take hold unitedly and with the great-
est cheerfulness, of the different branches of house-
hold or domestic business, eating at the same table,
and taking hold after each other's wives, with the
greatest peace and harmony prevail year after
year. Their children play and associate together
with the greatest affection, as brothers and sisters;
while each mother apparently manifests as much
kindness and tender regard for the children of the
others as for her own.

Beautiful! beautiful! Nothing like it, even
in the mysteries of Socialism!—

And morning and evening, when the husband calls
together his family to worship the Lord, he calls
upon his name, they all bow the knee, and, with
the greatest union of feeling, offer their devotions to
the Most High.

What a delightful state of things, to be sure!
A man with seven wives, and each the mother
of a half dozen children, all thus harmonizing,
to the number of fifty, around the husband or
father of the whole family, under the same roof.
But it appears, according to Elder Pratt, that—

It is sometimes the case that the husband provides
for his wives separate habitations, as Jacob did for
his four wives, each of whom had a separate tent.
(See Genesis, 31: 33.) Where all the wives are
equally faithful, the husband generally endeavors to
treat them all without partiality.

How romantic! How patriarchal! How inter-
esting and instructive, these plain and
honest confessions of the marriage covenant of
the saints at the Salt Lake. But suppose a
case. A saint has seven wives, each living in
a different house. He treats them all without
partiality? But can any one of them answer
how it is thus possible for him to be at home
more than one night in the week? Is not this
also a mystery?

Such are the abominations of Mormonism,
through the confessions of their delegated apostle
to Washington. We trust that the govern-
ment will not much longer tolerate these things.
They are in open defiance of the laws and social
institutions of the whole country—they are an
outrage upon common decency—a monstrous
outrage upon woman's rights to a husband of her
own—and ought to be abolished before they
lead to the disasters of civil war. We trust
that General Pierce will not overlook the Mor-
mons. They must conform to the laws. It is
time they were taken in hand.

MEXICO AND THE CENTRAL AMERICAN STATES.
—We are sure that the politician, the states-
man, the historian, and the general reader, will
thank us for the mass of highly interesting in-
formation which we this morning present to
them, relative to the political and social con-
dition of Mexico and the Central States of
America. This chapter of contemporaneous his-
tory consists of translations of the best articles
from journals of the respective countries, in
which the whole question of the destiny of these
States is discussed from various points of view,
and is presented to our readers for their in-
formation, enlightenment, and amusement.

The article entitled "The First Day of the
Year," translated from the *Universal*, of Mex-
ico, gives the reader an intelligible retrospect of
the history of that country for the last thirty
years, and in accounting for the somberness of
the picture, brings into contrast the origin, pro-
gress, and position of the United States. It is
a mournful confession of the past errors of our
republican neighbors, and suggests the only
alternative to be a radical change in the prin-
ciples of government. We give another article,
of previous date, from the same journal, and one
on the like subject from the *Gazette*, of Guate-
mala.

In relation to Central and South America, we
give an interesting letter from Mr. E. G. Squiers,
late representative of the United States at
Nicaragua, and the translation of an article
from the *Panama*, on the political and social
relations of Peru.

We have bestowed some attention also on the
sentiment existing in the Empire of Brazil, in
regard to the invasive spirit so much attributed
of late to the population and government of the
United States; and an article, which we give,
translated from the *Diario*, of Pernambuco,
upon the destinies of America, will be found
highly interesting. The fame of the "Lone
Star" association has penetrated to those dis-
tant regions, and it is predicted that the do-
minion of the United States will, ere long, be
extended over the two continents, North and
South. The belief in our "manifest destiny"
is becoming a universal creed, and it will be
somewhat strange if the American people be
themselves the last to acknowledge it. Once
more we commend this chapter of history to the
attention of our readers.

THE DUCHY OF FRANCE.—The old story has
been revived in the newspapers, that the son of Louis XVI.,
of France, has been discovered in the person of
Elder Pratt, a very respectable missionary
preacher among the Indians of St. Regis, in the
western part of this State. The romance has been
revived by the Rev. John Hanson, who brings for-
ward quite an array of incidents in the chequered
and somewhat singular life of Mr. Williams, to prove
that he is really and truly the legitimate offspring of
Louis and his Austrian Queen, Maria Antoinette.
The story receives but little credence, and we think
it will only serve the purpose that must have been
originally intended—that of being a romantic effusion,
to be classed among the magazine literature of the day.

THE WASHINGTON MONUMENT.—The Secretary
of the Washington Monument Association is
out with another of his periodical bulletins, an-
nouncing the progress of the work, and calling
for more money. The monument, located near
the bank of the Potomac river, almost opposite
to the President's house, to the southward, has
now reached the height of one hundred and
twenty-four feet. The ultimate height being fixed
at five hundred feet. This monument will be
a grand affair when it is finished. The inside
will be ornamented with an endless contribution
of blocks of marble, limestone, freestone, and
what not, contributed by innumerable associa-
tions, with inscriptions to match; so that this
national monument to Washington will also be
a monument to all the societies of Free
Masons, republics, Odd Fellows, sovereign
states, Sons of Temperance, police, military
societies, &c., &c., in the land. Had all the money
which has been expended in these blocks of
stone, commemorative of these societies, been
appropriated directly to the Monument Associa-
tion, it would probably have been equal to a
gain of \$100,000 or more. But what are \$100,-
000 to the splendid specimens of love, respect,
and veneration exhibited in these blocks for the
Father of the country?

The evening express train which was due here at half-
past nine o'clock on Wednesday night, met with a serious
accident about three-fourths of a mile the other side of
Croton Falls. The engine (as is supposed) ran against a
rock, and was thrown off the track against some rocks, and
completely demolished. The tender fell down a bank,
a distance of forty or fifty feet, into the river; the baggage
car was thrown across the track, one end of which rests
upon the engine. This car, together with the first pas-
senger car, was considerably injured. The fireman,
Samuel Partridge, was found lying under the driving
wheels of the engine, where, it is supposed, he was thrown
from the force of the concussion, and was completely
crushed; the passengers were unable to extricate his
remains from under the engine. The fireman, Van
Felt, was thrown upon the track and killed instantly; his
remains were placed in the baggage car.

Mr. Sloat, the superintendent of the road, was in the
cars at the time, and immediately dispatched a man with
a signal lamp to stop the freight train, which was coming
down, while he went to Croton Falls, and returned with
an engine and two passenger cars, in which the passengers
were brought to this city, arriving here about thirty
minutes past twelve o'clock in the morning. The loss is
supposed to be some \$8,000 or \$10,000. The rails on one
side of the track were torn up some three feet.

By this lamentable accident, two families are left de-
stitute, the deceased men having each of them large fam-
ilies, on which they depended for their support.

Musical Matters.

MUSIC AND MUSICAL ARTISTS IN THE UNITED STATES.—
The progress of music in the United States is one of
the most remarkable features of the country. In nothing
have more rapid advances been made. In musical science
and musical taste the growth of centuries has been at-
tained in ten years. Who would have dreamed in 1842,
that we should have seen such rapid succession of con-
certs, and that the great vocalists of Europe as we have had
during the last two or three years, and each of them draw-
ing enormous sums of money—Jenny Lind, Catherine
Hayes, Albert, Sontag, and the prospect of having Sophie
Cruvelli, Grisi and Mario, in the course of a few months?

At this moment we have three of these great vocalists in
three cities of the United States—Catherine Hayes sing-
ing in concert and selections from opera, in costume and
with dramatic representations, in San Francisco, where
the people are chock full of enthusiasm—Albert
charming the inhabitants of Boston, and Sontag in New
York, where she is night after night delighting the public
and gratifying the most exalted and refined taste in music.
Last winter we had two magnificent opera houses to-
gether in New York. This winter we have had two also, with
still greater talent. Besides these first rate artists, we
have had second rate, third rate, and fourth rate singers
—in fact, of every grade, from the highest to the lowest.
But it is in instrumental music more than in vocal that
the progress of the science is marked in the United
States. Only a few years ago, a first rate orchestra was
almost a musical phenomenon—now, splendid orchestras are
to be found all over the city. The ragin which the exqui-
site performances of Paul Julien are appreciated is an-
other example. Twenty years ago pianos were a scarce
commodity, and music publishers were few and far be-
tween. Now, every house has its piano, and the con-
struction of that instrument is one of the most impor-
tant branches of manufacture in the country; while the
music publishing houses in New York, Boston, Phila-
delphia, and New Orleans, teem with native composi-
tions and reprints of the music of "the old country,"
including the most profound works of the great masters,
for example, Haydn's symphonies, and Beethoven's
sonatas, of which, but a short time ago, ten copies
in the year could not be sold, while now they are not only
published here, but have a large and increasing sale.

This effect has been produced by various causes; among
others, by the residence of an eminent composer among
us, who, by his works, has contributed in a very high de-
gree to advance this the most delightful of the
fine arts, while the encouragement he has met
with is at the same time a gratifying evidence of
musical progress. We allude to Mr. William Vincent
Wallace, who was born in Ireland, the son of a practical
musician. At an early age he discovered a talent of
a high order for music, and became an excellent perfor-
mer, but never dreamt of the fame that was before him as
a composer. Being "a wild, roving blade," he wandered
over the world, and, after visiting Australia, Van Die-
man's Land, New Zealand, the South Sea—whither he
went on a whaling voyage—the East India, the West In-
dies, South America—where he crossed the Andes, and
gave concerts in Chili, Peru, and Mexico—he came to the
United States, and was at once acknowledged as a great
violinist and pianist, both in New Orleans, this city, and
throughout the country. He performed his own com-
positions, and also published one or two that made a favor-
able impression, particularly the beautiful "La Reue." But
not even yet was the great composer discovered. He
went to London, and, after offering to the publishers there
some beautiful compositions, which were refused from so
obscure an individual, he composed his opera of "Mar-
tina," which a good judge fortunately saw, and had it
brought out at Drury Lane. The success was complete;
and Wallace, at a single stride, stood in the first rank of
composers. The opera had a run of nearly one hundred
nights, and was the means of resuscitating the sinking
manager. It was subsequently performed at Vienna,
where it was adopted in preference to an opera sent in
competition by Benedict, a native of Germany. It had
a run of one hundred and eighty-five consecutive nights,
which was